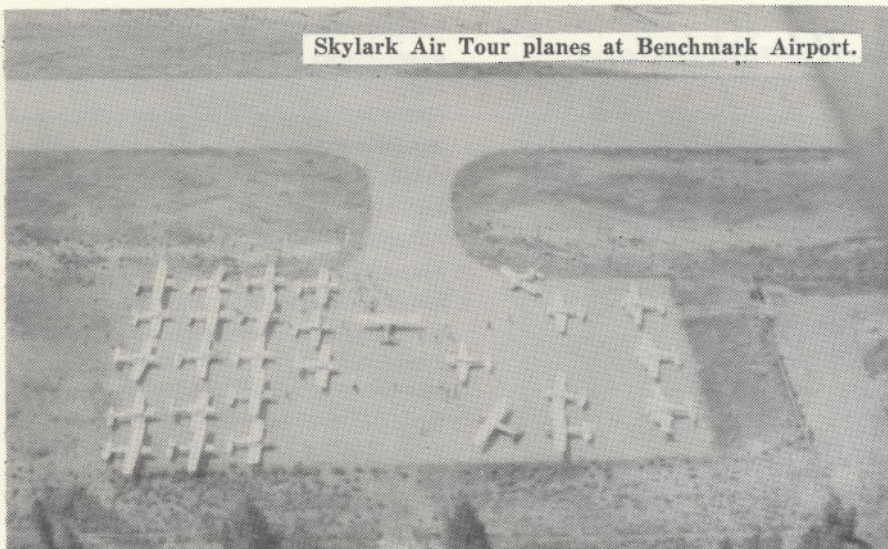
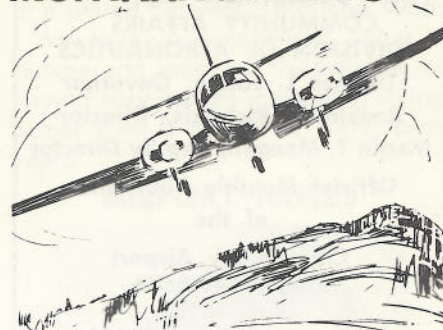


Skylark Air Tour planes at Benchmark Airport.



MONTANA and the SKY



MONTANA DIVISION OF AERONAUTICS

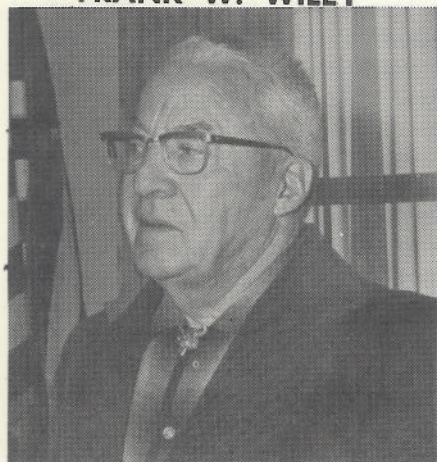
Vol. 26 — No. 9

September, 1975

PUBLIC HEARING

There will be a public hearing Friday, October 10, 1975, at 11:00 a.m. in the offices of the Montana Division of Aeronautics at the Helena Airport. The subject will be raising the aircraft registration fee to \$10.00 as provided for in House Bill 121 passed by the Forty-Fourth Legislature of the State of Montana. All interested parties are invited to attend.

FRANK W. WILEY



Mr. Frank Wiley has been born in Miles City, Montana on March 15, 1900. He attended grade school there and high school; with one year at Sewanee Military Academy, Sewanee, Tennessee.

Mr. Wiley was employed by the Miles City Aero Club in 1921 as an

FLYING FARMER VISITORS



Left to right: Mr. and Mrs. Roy Haag, IFF, Glendora, California, and Mr. and Mrs. Virgil Compton, Whitehall, Montana.

Mr. and Mrs. Virgil Compton stopped at the Division office recently with two distinguished visitors from International Flying Farmers, Mr. and Mrs. Roy Haag of Glendora, California. Mr. Haag is past president of the California Flying Farmers and presently a director, and she is past Queen. They were returning from

the International Flying Farmer Convention in Lafayette, Indiana. Also attending the conference were Virgil and Kay Compton, the Milton Butchers of Winifred, and Mr. and Mrs. Loyd Sondreson of Polebridge. The Comptons were giving the Haags a conducted tour of Helena and vicinity.

aviation mechanic. This flying company operated two OX5 Standards and an OX5 Jenny.

In 1922 Wiley attended the State University in Missoula. In 1923 he maintained a K6 Standard for A. E. Brennan in Missoula and had 15 hours dual flying and 23 hours solo flying on this airplane.

In 1924 he was employed by the Ryan Airlines in San Diego, California as a pilot and mechanic. In 1925 he

helped build four cabin airplanes for that company and flew as a pilot on the first scheduled airline in the United States operated by the Ryan Company between San Diego and Los Angeles.

In 1926 Mr. Wiley barnstormed the United States from Georgia to Montana. He again flew for the Ryan Company and was employed by the Westland Oil Company of

(Continued on Page 3)

**DEPARTMENT OF
COMMUNITY AFFAIRS
DIVISION OF AERONAUTICS**

**Thomas L. Judge, Governor
Ronald P. Richards, Director
Martin T. Mangan, Deputy Director**

**Official Monthly Publication
of the**

**City/County Airport
Phone 449-2506
Box 1698**

Helena, Montana 59601

**Michael D. Ferguson
Administrator**

Board of Aeronautics

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Edited by: Bernice M. Peacock



**STATEMENT OF OWNERSHIP
MANAGEMENT AND CIRCULATION**
(Section 4369, Title 39, U.S. Code)

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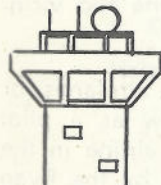
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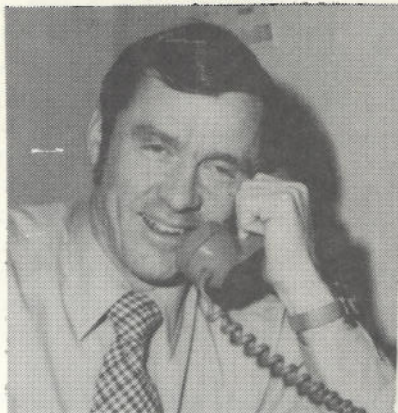


TOWER

OPERATIONS

	Total Operations	Instrument Operations
JULY 1975		
Billings	11,499	2,257
Great Falls	13,288	2,089
Missoula	7,927	747
Helena	4,798	641
AUGUST 1975		
Billings	10,898	2,192
Great Falls	10,513	2,916
Missoula	7,107	497
Helena	5,470	610

*Administrator's
Column*



Dave Kneedler and I attended the International Northwest Aviation Council Convention held at Sun Valley September 5 and 6. The many problems facing the aviation industry throughout the United States and Canada were discussed and several resolutions passed, among which were one regarding ELT's, one concerning VFR flight plans and one regarding ADAP legislation.

The event which will always be memorable to me was when Frank Wiley was received into the INAC Aviation Roll of Honor at the INAC banquet. This Aviation Roll of Honor was established a year ago by the INAC Board of Directors, and each year one or more recipients will be chosen and presented with this honor award. As you know, Frank became our first official Director of Aeronautics in 1946 and served in that capacity for 16 years. We are featuring a brief biography of Frank Wiley elsewhere in this publication.

* * * * *

The Western Chapter of the Bonanza Society held their convention during this same period at Sun Valley and I was able to attend part of their program, in particular, the Mountain Flying Safety Program presented by the Boise FAA GADO and the Idaho Division of Aeronautics. Their guest banquet speaker was Trina Jarish winner of the 1975 Powder Puff Derby. Due to a conflict with the INAC banquet I was

unable to attend this banquet. However, I was informed that it was excellent. It was of interest to our Aeronautics staff to learn that Ms Jarish won the Powder Puff in an A-36 Bonanza.

* * * * *

I have been advised by Dave Kneedler, Chief of the Airport/Airways Bureau, that Ted Mathis, Airport Manager, will close the Yellowstone Airport for the season on October 1. It is anticipated that the runway will be seal coated immediately after closing and it will be NOTAMed for about five days. All pilots interested in landing there between October 1 and snowfall, should contact the Idaho Falls Flight Service Station to check on the condition of the runway. No services will be available after October 1.

* * * * *

The Board of Aeronautics held two hearings on September 2. Silver Wings Aviation, Inc. of Rapid City, South Dakota, applied for a third level air carrier certificate to operate scheduled service from Rapid City to Gillette and Sheridan, Wyoming, and Billings, Montana. John Welch, President of Silver Wings, appeared on behalf of Silver Wings.

Hensley Flying Service, Inc. from Havre, Montana appeared requesting a third level air carrier certificate between Havre and Great Falls. Jim Stroh, President of Hensley Flying Service, Inc. and Walt Hensley appeared on behalf of Hensley Flying Service, Inc.

The Hearing Officer was Frank Kampfe, a pilot attorney from Billings. The matter is presently in the hands of the Hearing Officer and the Board of Aeronautics for the final decision on whether the certificates will be denied or granted.

* * * * *

I attended a meeting of the Transportation Council of the Federation of Rocky Mountain States held in Helena September 10 and 11. This council is concerned with all modes of transportation, including coal slurry pipelines. Governor Judge spoke at the noon luncheon on Thursday

and emphasized the Western Governors' concern about the transportation systems within the sparsely populated western states, and especially of the dire need of improved secondary highway systems in Montana.

Ed Gerhardt of Frontier Airlines spoke of the problems that Frontier is having in regard to phasing out the old high time Convair aircraft and trying to find a suitable replacement jet aircraft capable of operating from the smaller high altitude runways within their existing route structure. He reported that the Convair operational costs have increased to a point where it is no longer financially feasible to operate them and they are faced with possibly realigning some of their route structures to accommodate full jet aircraft.

* * * * *

I met with officials of the Department of Revenue and the Attorney General's Office September 15 to discuss the problems of administering HB 121 passed by the 1975 legislature. Although there are several controversial items in this bill, the main issue is the February 1 deadline for registration with the Division of Aeronautics. This means that your aircraft will have to be assessed, the assessment bill paid to the county treasurer, a receipt received and submitted along with your application for aircraft registration to the Division of Aeronautics no later than February 1. The Department of Revenue feels that this cannot be done within the 30 day period. This matter is being studied by the Attorney General's staff and the Department of Revenue. We hope to have received an opinion from them prior to our next publication.

* * * * *

Jack Wilson, Ted Mathis and I attended the Flying Farmers meeting at the Hebbelman Ranch on September 14. A pot-luck dinner was served which was enjoyed by all, and a brief meeting followed. The main item of business was planning the upcoming Flying Farmers Convention being held at the Outlaw Inn, Kalispell, October 3-5. I would like to

urge all fellow flying farmers to be sure to attend this meeting as I know, following the true tradition of this organization, it will be a great success.

It was good to visit with John Hebbelman, Jr. and to see the Hebbelman Ranch for my first time. John and I having served on the Aeronautics Commission together for several years have a lot in common and we had a good visit. I would like to compliment John Sr. and Doris Hebbelman, and John Jr. and Ginna, for hosting a very successful fly-in. I am sure that Doris and Ginna deserve most of the credit.

(Continued from Page 1)

Scobey, Montana flying a Ryan M1 airplane which is now in the Air Space Museum in Balboa Park in San Diego.

Mr. Wiley engaged in commercial aviation in the western United States with varied activities including flying airlines between Spokane and St. Paul in 1931; aerial mapping in the 30's; Chief Pilot in the civilian pilot training program for Johnson Flying Service of Missoula, Montana following which he joined the Army in 1943. During this time he developed the Search and Rescue organization for the Continental Air Command known as the United States Air Force. Colonel Wiley retired from the Air Force Reserve in 1963.

Colonel Wiley was employed by the State of Montana as Director of Aeronautics in 1946 and served in this capacity for 16 years. He developed the State Airport plan and the curriculum for the Montana Veteran Pilot Training program for the training of agriculture pilots in conjunction with the Montana State University. This program was operated for five years.

Upon retiring from active flying, Mr. Wiley was given assignment to write a History of Aviation in Montana. This project, sponsored by the State Historical Society and Montana Aeronautics Commission resulted in the publication of the book "Montana and the Sky", which is a collection of biographies of some 200 pilots to-

gether with many pictures of aviation in a period between 1865 and 1965.

Mr. Wiley is now retired, living in Helena and enjoying the benefits of having survived an interesting flying career over a period of forty some years.

AIRPORT NOTES



By: DAVID C. KNEEDLER, Chief Airport/Airways Bureau

We have for some time now recognized a continuing and indeed increasing need of many Montana airports to upgrade existing "facilities" or to add new facilities where none exist. Facilities such as runway markers, low intensity lighting systems, airport beacons, wind standards, etc. For various reasons, many of these items are not eligible for federal aid or are often times relegated to second place behind larger undertakings such as runway extensions, overlays, etc.

To assist Montana communities in filling this gap, we are undertaking a new Division program which we refer to as our Airport Services Program to Communities. Under this program we will eventually have the above-mentioned items and others as well for use on eligible airports on a 50/50 cost sharing basis. We hope to purchase these materials in quantity and distribute them through our facility in Helena. They will be made available to eligible communities and airports under the terms of a standard policy on either a first-come-first-served basis or on the basis of evaluated need.

We think this program will increase our value to the aviation com-

munity and feel that it will be another way of putting your money to good use. It should provide a valuable assist to communities in acquiring badly needed safety items which may not be eligible for participation under federal aid.

The first supply of materials for the program is now on order and we anticipate additional orders in the near future. To take advantage of this program, we encourage you to contact our office in writing so that we might have your request on file.

A status report on various airport development jobs around the state follows:

Repairs have been completed to the main runway at Johnson-Bell Field, **Missoula**. The airport is once again open to air carrier operations.

Work is now complete at Big Sky Field, **Culbertson** where the runway, taxiway and apron were overlayed.

Work is progressing on the new runway at **Harlowton** and may be complete yet this fall.

Upcoming projects all of which will involve Aeronautics Division funds, are: a new airport at **Turner**, runway extension and overlay at **Malta**, and an airport master plan for **Glasgow** International Airport.

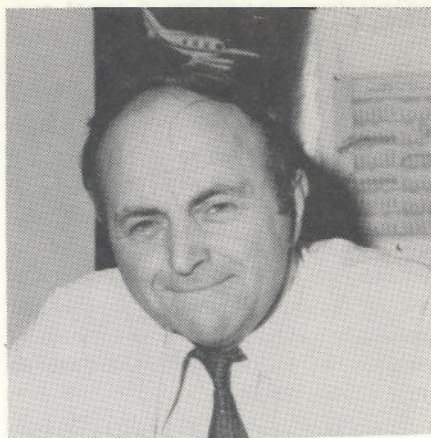
GIFT IDEA

If you have not read the aviation history "Montana and the Sky" by Frank W. Wiley, former Director of the Montana Aeronautics Commission, you have missed a real treat. Or, if you know an aviation enthusiast, this book is an ideal gift for that person.

Written by Frank W. Wiley, under the auspices of the Montana Aeronautics Commission, the book is an authentic history of aviation in the great west. It contains more than 200 rare aviation photographs—stories of the adventures of 100 pioneer pilots and a history of events in aviation between the 1860's and the 1930's.

Cost of the book is \$10.00 and orders may be forwarded to the Montana Division of Aeronautics, P. O. Box 1698, Helena, Montana 59601.

AVIATION EDUCATION NOTES



By: **SAM GRIGGS**, Supervisor
Aviation & Space Education

The Supervisor flew to Glasgow to conduct orientation flights for the Glasgow High School students in the aviation class. This class is a Federal Aviation Administration approved school for the ground instruction necessary for the private pilot certificate.

There are close to twenty students in this class that is ably taught by Mr. Francis Irle for full high school credit.

It has been a part of the school curricula for fourteen years. Mr. Irle was a former DC-3 pilot for Uncle Sam in Europe during World War II.

It is the combined hope of the Glasgow High School administration and your supervisor that through the Industrial Arts complex the Aeronautics Division will provide the funds for plans and materials and the high school students will have the opportunity to actually construct a flyable airplane. This will eventually be sold and the money put back into a new set of plans and materials. We hope to get this started later on this year or early next year.

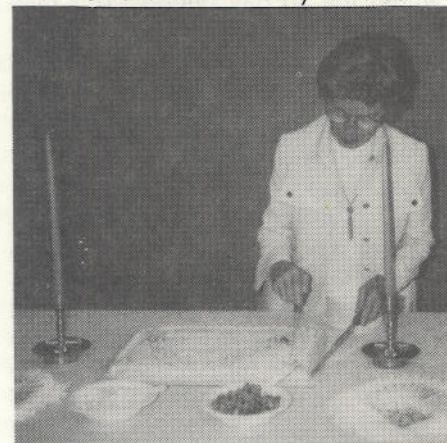
At the conclusion of the flights the supervisor invited the Superintendent, Principal, Assistant Principal, and Assistant Superintendent along with Mr. Irle for an aerial tour of the countryside.

HELEN DUNLOP RETIRES FROM FAA

Helen L. Dunlop retired from the Federal Aviation Administration on July 24, 1975, after 20 years of federal service. She worked for Yellowstone Park, Internal Revenue Service, and for the last nine years was with the Federal Aviation Administration at the Helena Airport office of General Aviation.

Helen received a Private Pilot's Certificate in 1959 and at the present she and her husband are co-owners of a 108-3 Stinson known as Charlie. Since 1959 she has been an active member of the Ninety-Nines, Inc., an organization of women pilots, and has served on various committees such as Montana Air Race Route, Amelia Earhart Scholarship, membership, nominating, airmarking chairman, served two years as Treasurer, two as Vice-Chairman and recently completed two years as Chairman of the Montana Chapter.

In 1959, when Helena was a required stop on the all women's transcontinental Air Race, known as the Powder Puff Derby, she was co-pilot for Elsie Child in the plane that Helena sponsored on a course from Lawrence, Massachusetts to Spokane, Washington. She and Elsie entered several Montana Air Races, alternating the pilot and co-pilot jobs—in 1966 Helen served as co-pilot when they won first place in the Stinson! She worked as a timer in the Great Falls Control Tower in 1971 when the Powder Puff Derby started in



Helen Dunlop cutting her retirement cake at the FAA Helena office.

Calgary and the first reporting point and stop was Great Falls.

Helen has been an active member of the Order of Eastern Star since moving to Helena and was Worthy Matron of the Josephine Hepner Chapter in 1973-74. She still takes an active part in the organization and works in a youth group—the Job's Daughters.

She was born in Scobey, Montana where she attended school until her parents moved to Billings—she graduated from high school there and later attended Montana State College at Bozeman. She worked in Yellowstone Park where she met and married Gene Dunlop who was from Great Falls and they lived there until moving to Helena in 1951. They have lived and worked there since that time and plan to continue to make their home there, with more time to "Do all the things one thinks they are going to do when they retire—loaf when we want to, work and keep house when we have to and travel here and there as long as the money holds out!"

MOUNTAIN WINDS—PART I



By: **HARRY W. DEMMERLY**, Chief
Accident Prevention Program,
RM-GADO-5

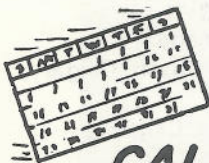
Most pilots are generally aware of the primary effect of air mass circulation on navigation. There are, however, characteristics of wind flow over mountainous terrain which deserve serious study by the pilot planning a flight in such areas. This wind flow may be compared to the flow of water over a boulder-strewn river bed.

In the mountains, terrain interference with the steady flow of wind causes lift and sink to follow logical patterns over such terrain. The shape of the terrain in its relation to the wind, the heating of the slopes exposed to the sun, and the steeply sloping ridges with jagged cuts where the wind currents are accelerated by a venturi effect are all easily predictable. The moving air mass surges up and over—then being equally influenced by the opposite in terrain features on the lee side, goes down with the unbelievable speed of sometimes thousands of feet per minute. Terrain influence may cause the air to rise and descend again. This can take on the aspect of a wave action for as much as one hundred miles on the lee side of a mountain range.

If the flight is parallel to a mountain range in a steady downdraft, an updraft can be found by changing course to fly a few miles either upwind or downwind. If close to the range, it is wiser to move downwind to locate the updraft. Any abrupt change in angle between the terrain and the windflow can be expected to cause moderate to severe turbulence depending upon the instability of the existing air mass. Frontal passages can generally be expected to produce structurally damaging wind shear and turbulence.

In the summer, flights in the vicinity of mountains should be started as early in the morning as practicable. This makes the trip safer and more enjoyable because it generally avoids terrific updrafts and downdrafts, turbulence, and winds that usually increase in speed as the day progresses.

(To be continued in a later issue)



CALENDAR

October 3-5 — Montana Flying Farmer Convention, Kalispell, Outlaw Inn, Kalispell, Montana.



October 6, 7 & 8—1975 World Hot Air Balloon Championships and Ballooning Seminar, Convention Center, Albuquerque, New Mexico, sponsored by New Mexico Aviation Department.

October 10—Public Hearing, Aircraft Registration, HB 121, Division of Aeronautics, Helena Airport, Helena, Montana.

November 11 — Golden Sentinel, FAA Rocky Mountain Region, Lewistown.

November 12 — Golden Sentinel, FAA Rocky Mountain Region, Glasgow.

November 13 — Golden Sentinel, FAA Rocky Mountain Region, Glendive.

November 14 — Golden Sentinel, FAA Rocky Mountain Region, Miles City.

December 4-7—National Association of Search and Rescue Coordinators 1975 Conference, Regency Inn, Denver, Colorado.

December 7-11—Ninth Annual National Agricultural Aviation Association Conference, Las Vegas, Nevada.

CONGRATULATIONS



FAA CERTIFICATES ISSUED RECENTLY TO PILOTS

STUDENT

Sammy E. Feezel, Opheim

Bernon F. Taylor III, Denver, Colorado
(Glider)

PRIVATE

Lawrence Alan Redfield, Opheim

Philip Arlan Shull, Chinook

Douglas L. Gollehon, Helena

Mark Randall Taylor, Bigfork

Robert Dennis McIver, Seattle, WA

William David Snapp, Libby

Carson Lamar Corvell, Raytown, MO

Richard Paul Rogers, Great Falls

Charlene R. Lynch, Kalispell

William Arthur Brown, Bozeman

David R. Scurian, Victor

PRIVATE

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Robert C. Hollister, Colstrip
John R. Stanford, Colstrip
Lorin Brice Peterson, Charlo
Ernest Richard Nevin, Whitehall
William Robert Cassells, Helena
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Massachusetts
Mark Clayton Giskaas, Great Falls
Robert Pickens Rinehart, Missoula
Richard Norman Currin, Cottonwood,
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Richard Allen Steinke, Kalispell
Ann Morrison, Havre
William Fergus Rauch, Jr., Helena
Ignacio Augusto Pardo, Box Elder
Norma Jean Sanders, Libby
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Patrick Alan Herrig, Jr., Bozeman
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Roger Dean Cochran, Great Falls
Richard Dow Pitcher, Missoula
William David Snapp, Libby
David J. Liblanc, Lafayette, LA
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Roger Allan Phillips, Helena
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Roger Arnold Kittelson, Helena
Gregory Mark Koenig, Kalispell
Norman Fredric Kurtz, Whitefish
Robert Duane Dige, Great Falls
Steven Lee Feurt, Great Falls
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Pete LaVern Gabardi, Pinedale,
Wyoming (CG)
Michael Jon Chapas, Waukesha,
Wisconsin
Perry A. Scheidecker, Red Lodge
Brian Wade Christofferson, Eureka
Barry John Dardis, Great Falls
Wilfred Alan Werner, Great Falls

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Michael Jon Chapas, Wankesha,
Wisconsin
Thomas Ernest Sands, Kalispell (SES)

MULTI-ENGINE RATING

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Carter S. Pierce, Billings
Thomas Ernest Sands, Kalispell
Ronald W. Johnson, Dillon
Albert G. Bell, Great Falls
Robert W. Ferguson, Big Timber
Larry Ellis Hall, Kalispell
Joel Herbert Fenger, Chester
Robert D. Lypkie, Regina,
Saskatchewan, Canada
Charles Clifford, Thompson, Calgary,
Alberta, Canada
Bengt-Olof Bengtsson, Calgary,
Alberta, Canada
Harvey Lee Tower, Kalispell
Peter Conard Gleim, Columbia Falls
Keith Arlen Kinden, Helena
Martin LeClair, Billings

Gary L. Herem, Red Lodge
Douglas M. Norman, Havre
Anthony Martin, Missoula
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Robert Neal Brady, Monarch
Andrew Joseph Johnston, Bigfork
Ted Henry Solomon, Havre
Scott Lynn Erickson, Libby
Neil A. Cloyd, Billings

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George Albert Wetherall, Butte
(AMEL, CASEL, LR-25)
Alan Kirk Zanuzoski, Missoula
(DC-B-26 VFR Only)

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Wayne Stonee Israel, Billings
Douglas Millard Norman, Havre
Stephen Congdon Bert, Great Falls
Rodney Ray Herrig, Havre
Donald Claude Thelen, Helena
Dean H. Schennum, Billings
Daniel Fred Carson, Great Falls
James R. Stoltz, Hardin
Arthus B. Greathouse, Billings
Dale E. Powers, Missoula
Michael R. Snaveley, Sante, Fe,
New Mexico
Robert Brian McElhose, Helena

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Stephen N. Walthall, Wheatland,
Wyoming
James A. Rice, Glasgow (FII)
Andrew Joseph Johnston (FIA)
Delbert Orten Hunt, Butte (ASE)
Kenneth Gerald Reick, Butte (ASE)
Anthony Martin, Missoula (ASE)
Leslie James Preston, Great Falls
Myron D. Norby, Billings
Alton W. Cottrell, Butte

TYPE RATING

Robert Martin Nash, Harlowton
(6-TBM)

MILITARY COMPETENCE

Thomas James Hasson, Great Falls

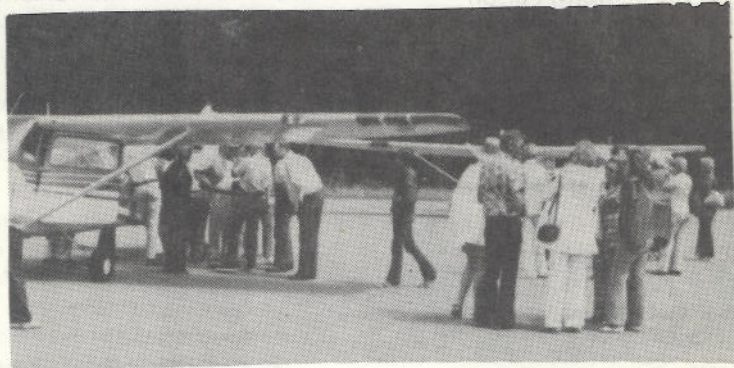
GROUND INSTRUCTOR

Donald Claude Thelen, Helena (AGI)

AIRFRAME MECHANIC

David Kerby Menozzi, DePere, Wise.
Arty Harvey Whitmore, Billings
Benjamin Darrel Wayne, Fort Benton
Michael Dean Langley, Missoula

PARTICIPANTS IN THE SKYLARKS AIR TOUR



POWERPLANT MECHANIC

George A. Tarmann, Billings (AM)
Waldo Frederick Libby, Jr., Helena (AM)

David Kerby Menozzi, DePere, Wisconsin

RADIO REPAIRMAN

Martin Gauer, Billings

PARACHUTE RIGGER

Philip Dwight Difani, Missoula (Master, Back & Chest)
Bernard G. Hilde, Grangeville, Idaho (Senior, Back & Chest)
Micael Cole Plattes, Missoula (Senior, Back & Chest)
John Tom Fields, Missoula (Senior, Back & Chest)
Charles Robert Holder, Missoula (Senior, Back & Chest)

Paul Halvor Evenson, Missoula (SPR)
William Harold Mast, Missoula (SPR)
James Michael Hill, Florence (SPR)
Bertrand Dee Tanner, Middleton, Wisconsin (SPR)

Walter M. Smith, Hamilton (SPR)
Patrick L. Cole, Missoula (SPR)
Luther R. Lemke, Denver, Colorado (SPR)

Larry James Wright, Grangeville, Idaho (SPR)
Geoffrey T. Hochmuht, Grangeville, Idaho (SPR)
Norman Bjorn Kamrud, Harlem (MPR)
Charles Clayton Harsh, Hurley New Mexico (MPR)

Robert A. McKean, Missoula (Senior, Back & Chest)

John Altman Lammers, Harlowton (Senior)

CIVIL AIR PATROL

Information has been received that the correct addresses for CAP and Air Force offices are as follows:

HQ Montana Wing CAP
100 Lexington Drive
Billings, MT 59102

USAF—CAP—LO, MTLO
Malmstrom AFB, Mt. 59402

HQ RMR CAP
Drawer "C"
Lowry AFB, Colorado 80230

USAF—CAP—RLO, RMR
Lowry AFB, Colorado 80230

HK CAP/(Indicate Office Symbol)
Maxwell AFB, Alabama 36112

The liaison Office telephone number in Great Falls is 731-3287.

MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE:—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in **research, development, and advancement of aviation**; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."



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Helena, Montana 59601

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